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PERIODICALS

The REVIEW is indebted to Robert F. Foerster for abstracts of articles in Italian periodicals, and to R. S. Saby for abstracts of articles in Danish and Swedish periodicals.

Theory

(Abstracts by Walton H. Hamilton)

- BELL, H. *High wages: their cause and effect.* Contemp. Rev., Dec., 1920. Pp. 16. High wages are dependent upon large production which is contingent upon a great increase in capital. This must be secured through savings without interference with "leisure and the amenities of life."
- BEVAN, W. L. *The social teaching of St. Thomas Aquinas.* Const. Rev., Sept., 1920. Pp. 18. A review of Aquinas' theories of property, interest, and social justice. One was entitled to "enough to keep himself in good standing in the class to which he belonged." The "Surplus" was to be devoted to the common good. "His static conception of society" had no place for progress.
- BOWLEY, A. L. *The theoretical effects of rationing upon prices.* Econ. Journ., Sept., 1920. Pp. 8. A mathematical examination of various cases of the effects upon prices of limitations upon demand brought about by compulsory rationing.
- BOGART, E. L. *Economic organization for war.* Am. Pol. Sci. Rev., Nov., 1920. Pp. 20. A consideration of the nature of the problem of a quick adjustment to a single military end of an industrial system organized on individualistic principles.
- CARVER, T. N. *Ross's "Principles of Sociology."* Quart. Journ. Econ., Nov., 1920. Pp. 16. A critically appreciative review.
- COOLEY, C. H., *Reflections upon the sociology of Herbert Spencer.* Am. Journ. Soc., Sept., 1920. Pp. 17. Spencer lacked the conception of a "social process" which "absorbs individuals into its life, conforming them to its requirements, and at the same time developing their individuality." On the contrary his individuals unite into a differentiated and coördinated society.
- DICKINSON, Z. C. *Roche-Agussol's psychologie économique chez les Anglo-Américains.* Quart. Journ. Econ., Nov., 1920. Pp. 5. A review of a systematic treatment of marginal economics as developed in England and America.
- DUNLAP, K. *A social need for scientific psychology.* Sci. Mo., Dec., 1920. Pp. 16. Our badly needed social psychology is being very imperfectly made, not by psychologists, but "by politicians and independent thinkers, like Bertrand Russell and Bernard Shaw."
- EDGEWORTH, F. Y. *Professor Cassel's treatise.* Econ. Journ., Sept., 1921. A review of Cassel's *Theoretische Sozialökonomie* and the phenomena of which it treats as "a sort of scientific poem."
- HIGGINS, H. B. *A new province for law and order.* III. Harvard Law Rev., Oct., 1920. Pp. 32. The last of a series of articles upon the work of the Australian Commonwealth Court of Conciliation and Arbitration in reducing industrial relations to terms of a legal system.
- HOBSON, J. A. *The new industrial revolution.* Contemp. Rev., Nov., 1920. Pp. 8. The new technique can give us abundance. Its utilization will entail a vast amount of monotonous labor and under the dominance of business enterprise its

product cannot be disposed of. The conditions of its utilization are an equitable distribution of the incidence of monotonous toil and a chance in business control.

- LITTLE, H. *The economist and the workshop*. Fortn. Rev., Oct., 1920. Pp. 11. To persuade the workman to increase production the economist must show quite specifically how a restriction of output does not prolong his employment or he must persuade "the masters" to guarantee him against unemployment.
- LLOYD, A. H. *The philosophy of Herbert Spencer*. Sci. Mo., Aug., 1920. Pp. 15. "Spencer's philosophy is an imprisoned biology." As such it is a step in advance of the eighteenth century "mechanicalism" which it succeeded.
- LYMAN, E. W. *The ethics of the wages and profits system*. Intern. Journ. Ethics, Oct., 1920. Pp. 16. A criticism of the ethical implications of theories of wages and profits formulated by J. B. Clark and others.
- MACASSEY, L. *The national wage position*. Nineteenth Cent., Nov., 1920. A discussion of issues involved in the conflict between theories of wages in terms of "competitive value of labor" and "the ability of the industry to pay." A statement of the use of accountancy as an instrument in wage determination.
- MERRITT, W. G. *Social control and industrial strife*. Unpartizan Rev., Jan., 1921. Pp. 19. A plea for the preservation of the economic harmonies by short circuiting the activities of union leaders during strikes by the use of the injunction.
- MONEY, L. C. *The misuse of ideas*. Contemp. Rev., Aug., 1920. Pp. 9. A study of the development and utilization of technique. "As long as commercialism is attached to manufacturing, as long as artistry waits upon shop keeping, and as long as captains of industry must be hucksters first and scientists afterwards, so long the common affairs of the world will remain neglected and scorned by the world's best men."
- MONEY, L. C. *The national direction of industry*. Contemp. Rev., Oct., 1920. Pp. 8. "In war we got what we wanted by the national organization of industry." "In peace we resign ourselves to the ancient scramble which devotes itself . . . to individual gain."
- MUMFORD, L. *The adolescence of reform*. Freeman, Dec. 1, 1920. Pp. 2. The humanization of industry, like the industrial revolution, will come from the individual efforts of many men. It cannot be authoritatively forced by the state.
- MUMFORD, L. *Sociology and its prospects in Great Britain*. Athenaeum, Dec. 10, 1920. Pp. 2. "The task of sociology is to make social action depart from the technique of the politician and approach that of the engineer."
- NIEBUHR, R. *The church and the industrial crisis*. Biblical World, Nov., 1920. Pp. 5. An appeal for a place for "sacrifice" among business motives.
- ROBERTSON, D. H. *Mr. Cole's social theories*. Econ. Journ., Dec., 1920. Pp. 6. A review of *Chaos and Order in Industry*. Let Mr. Cole "try to discover why people not devoid of intelligence or faith still detect signs of seaworthiness in the old ship Private Enterprise." Then let him give us a book for the new times which is what *The Wealth of Nations* was "for the bad old times when production was for profit and not for use."
- ROSENBERG, E. J. *The price system and social management*. Am. Journ. Soc., Sept., 1920. Pp. 14. The direction of industry towards social utility must be a matter of purpose. It cannot be left to the guidance of the price system. Social utility must have a place with profits in determining labor management.

- WATSON, F. *The significance of leisure*. Contemp. Rev., Aug., 1920. Pp. 8. "More true leisure might mean a higher quality of work all round if it were work of the type associated with thoughtfulness and reflection, and less with haste and speed."
- WOLFE, A. B. *Savers' surplus and the interest rate*. Quart. Journ. Econ., Nov., 1920. Pp. 35. A study of the sources of savings, of the psychology of saving, and of the magnitude and importance of the saver's surplus. The facts suggest scepticism about any theory based upon "hedonistic marginalism."
- WOLFE, A. B. *The teaching of economics again*. Journ. Pol. Econ., Nov., 1920. Pp. 19. A plea for getting down to the essential questions of what economics is all about, what its function in the curriculum is, and how it can be made to serve this function. A criticism of the discussion of teaching economics which moves on the level of details and administrative devices.
- YEALY, F. J. *A plan of industrial equity*. Catholic World, Dec., 1920. Pp. 7. "The way to greater industrial efficiency is the way of industrial democracy."
- The control of industry*. New Statesman, Dec. 11, 1920. Pp. 2. A discussion, in terms of the engineering industry, of changes in control necessary to secure harmonious personal relations which will prevent "a steady deterioration of productive efficiency."
- The problem of output*. New Statesman, Nov. 27, 1920. Pp. 2. A review of the economic theories implicit in the memorandum of the Federation of British Industries upon *Wages and Prices* and the reply by the Joint Labor Committee upon *The Cost of Living*.
- The right to work*. New Statesman, Dec. 4, 1920. Pp. 3. "Each industry so far as possible should carry the burden of its own unemployment." "The first charge upon every industry must be the maintenance of a reasonable standard of life of all the workers necessary for its conduct, whether constant full time work can be found for them or not."

Economic History (United States)

(Abstracts by Amelia C. Ford)

- BAHRET, J. L. *Growth of New York and suburbs since 1790*. Sci. Mo., Nov., 1920. Pp. 15. Presents tables and maps showing population changes, discusses the effect of various factors, and comments on the plan for setting New York off as a separate state.
- BOGART, E. L. *Economic organization for war*. Am. Pol. Sci. Rev., Nov., 1920. Pp. 20. Traces the gradual creation of government machinery to cope with the economic problems presented by the war; considers the net result of participation in the war will be a permanent enlargement of the functions of government.
- CALKINS, M. C. *The cutover country*. Survey, Nov. 27, 1920. Pp. 5. Tells of Wisconsin's recent scientific land clearing methods by means of which a man becomes a farmer in the same decade in which he was a pioneer.
- CLELAND, H. F. *The black belt of Alabama*. Geog. Rev., Dec., 1920. Pp. 13. Describes with maps and pictures the physiography of the black belt, and points out the geographical influences which have shaped the economic and social character of this region.
- GOODWIN, H. D. *Shipbuilding in the Pacific Northwest*. Wash. Hist. Quart., July,

1920. A bibliography on Northwest shipbuilding which emphasizes especially Lewis and Dryden's *Marine History of the Pacific Northwest*, and gives, also, a chronological table of the chief coast-built vessels between 1788 and 1895.
- GRATZ, S. *Thomas Rodney*. Pa. Mag. Hist. & Biog., July, 1919. Pp. 20. A series of letters written by Rodney which contain many references to transportation facilities and other economic conditions in the Ohio valley and lower Mississippi region, as observed on a trip through there in 1803-1804. Continued from previous issues.
- HINES, F. T. *The revival of river commerce, particularly on the Mississippi River*. Journ. Engrs. Club of St. Louis, July-Sept., 1920. Pp. 8. Urges the importance of our inland waterways as a means of cheap and sufficient transportation, and the continuation by private interests of the development begun by the government during the war.
- JENKS, C. L. *Following the westward star*. Proc. Miss. Valley Hist. Rev., 1918-1919. Pp. 8. Contains selections from the journals of two pioneers, father and son, that give an insight into conditions of travel from Rhode Island to Western Pennsylvania in 1802, and from Pennsylvania to Illinois in 1836.
- LASKER, B. *Prosperity: what high wages and steady work mean to Grand Rapids*. Survey, Nov. 6, 1920. Pp. 14. Cites many examples and statistics as proof that there has been a great increase in wholesome spending by all classes and races, accompanied by an increase in saving and provision for the future in various forms. Illustrated.
- MERIWETHER, L. *A century of labor in Missouri*. Miss. Hist. Rev., Oct., 1920. Pp. 13. Outlines very briefly labor conditions in the state: wages, strikes, labor legislation, and troubles over company stores of the mining operators.
- MORISON, S. E. *Letters on the Northwest fur trade*. Wash. Hist. Quart., July, 1920. Two letters from a ship captain in the fur trade to his owners in Boston, telling of merchandise needed, prices of goods and furs, shortage of provisions, sickness, medicines required, and troubles with the crew.
- THOMPSON, J. J. *A chapter in Illinois finances*. Ill. Catholic Hist. Rev., July, 1919. Pp. 8. Tells how George Rogers Clark's conquest of the Northwest was financed by Oliver Pollock, Francis Vigo, and Father Gibault, and of the losses and impoverishment they suffered because of it.
- VILES, J. *Missouri in 1820*. Miss. Hist. Rev., Oct., 1920. Pp. 17. Contains some material regarding population, slavery, pioneer farming, early industries, and river traffic.
- WHITE, E. J. *A century of transportation in Missouri*. Miss. Hist. Rev., Oct., 1920. Pp. 37. A chronological summary of facts as to early mail routes, trails, caravan and river travel, railroads, automobiles, and airplanes.
- Selections from the correspondence of Colonel Clement Biddle*. Pa. Mag. Hist. & Biog., July, 1919. Pp. 10. Letters from Tobias Lear contain interesting facts as to freight charges in 1790 on packets running from New York to Philadelphia; told in connection with the transfer of Washington's furniture. Continued from previous numbers.

Agricultural Economics

(Abstracts by A. J. Dadisman)

- BLACK, J. D. *The division of farm income between landlord and tenant.* Am. Assoc. Agri. Legis. Bull. 6 (1920), Apr., 1920. Pp. 16. A discussion of factors determining land rental.
- BOYD, J. E. *Collective bargaining in agriculture.* Am. Assoc. Agri. Legis., Bull. 6, (1920), Apr., 1920. Pp. 13. A discussion of collective bargaining in theory and in practice. Discussions follow.
- CARVER, T. N. *The necessity for the organization of agricultural interests.* Ann. Rpt. Conn. Sta. Bd. Agri., 50 (1918), Sept., 1918. Pp. 13. A discussion of organization for coöperation and its application to marketing farm products.
- CHERINGTON, P. T. *Statements by the national sheep and wool bureau of America in its "truth in fabric" propaganda questioned.* Bull. Nat. Assoc. Wool Mfrs. July, 1920. Pp. 14. Facts and figures are presented to prove inaccuracy of statements in daily and trade papers.
- COLLETT, A. *The nation's wheat supply.* Contemp. Rev., July, 1920. Pp. 8. An argument in favor of England's producing more of her wheat supply.
- CRIMI, G. N. *L'espropriazione delle terre incolte e mal coltivate in Sicilia.* Rif. Soc., July-Aug., 1920. Pp. 8.
- DIXON, H. M. and HAWTHORNE, H. W. *Farm profits.* U. S. Dept. Agri., Bull. 920 (1920), Dec., 1920. Pp. 56. An analysis of the farm business of 185 farms in Ohio, Indiana, and Wisconsin, from survey records for five or seven years of each farm. Twelve tables, and nineteen charts are given.
- ELY, R. T., HIBBARD, B. H., and COX, A. B. *Credit needs of settlers in upper Wisconsin.* Wis. Agri. Exp. Sta. Bull. 318 (1920), Oct., 1920. Pp. 36. Financial needs of pioneering and farm development. Farm credit and how it may be secured.
- GILLETTE, J. M. *The improvement of the rural communication system.* Quart. Journ. U. of N. Dak., Oct., 1920. Pp. 14. An argument in favor of a system of improved roads.
- GREEN, R. M. *Cost and price tendencies on the farm.* Mo. Sta. Cir. 97 (1920), Aug., 1920. Pp. 8. Corn, wheat, pork, and beef are considered, from 1915 to 1920. Charts and tables are presented.
- GUILD, J. B. *Variations in the numbers of live stock and in the production of meat in the United Kingdom during the war.* Journ. Royal Stat. Soc., July, 1920. Pp. 32. A statistical study, including cattle, sheep, and pigs.
- HANNAN, A. J. *Land settlement of ex-service men in Australia, Canada, and the United States.* Journ. Comp. Legis. & Intern. Law, Oct., 1920. Pp. 13. A consideration of legislation proposed and that enacted in the three countries.
- HAGUE, F. *Immigrant conditions under the maple leaf: Soldier settlements.* United Empire, Oct., 1920. Pp. 4. A summary of soldier land settlement legislation in Canada.
- HARDY, M. *Suggestions towards a national policy for agriculture.* Sociol. Rev., Autumn, 1920. Pp. 9. A plea for a complete agricultural survey as a basis for developments.

- HIBBARD, B. H. and BLACK, J. D. *Farm leasing systems in Wisconsin*. Wis. Agri. Exp. Sta., Research Bull. 47, Oct., 1920. Pp. 60. A discussion of the facts to consider in leasing farms, with two lease contracts.
- KNIGHT, M. M. *Peasant coöperation and agrarian reform in Roumania*. Pol. Sci. Quart., Mar., 1920. Pp. 29. The evolution of rural credit and coöperative effort, and reforms initiated since the war.
- MOOREHOUSE, L. A. and COOPER, M. R. *The cost of producing cotton*. U. S. Dept. Agri., Bull. 896 (1920), Nov., 1920. Pp. 59. An analysis of costs and methods of growing cotton, from 842 survey records, for 1918. Fifty-seven tables.
- NOURSE, E. G. *Harmonizing the interests of farm producer and town consumer*. Journ. Pol. Econ., Oct., 1920. Pp. 33. City and country interests contrasted, with suggestions for adjustment.
- ROCCA, G. *L'occupazione dell terre "incolte" da parte delle associazioni di agricoltori*. Rif. Soc., May-June, 1920. Pp. 32. Organized peasant occupation of uncultivated lands (inaccurately so-called) in 1919, in Italy, statutory action by the state in connection therewith, and inferences to be drawn therefrom.
- SIMPICH, F. *The condition of agriculture in Germany*. Commerce Repts., No. 77, Apr., 1920. Pp. 4. Influence of the war on acreage and yields of crops, prices, exports and imports, labor, etc.
- SPENCER, D. A. *Coöperative wool marketing*. Mo. Sta. Cir. 76, Mar., 1920. Pp. 15. The organization and various steps in selling wool coöperatively are explained.
- STEWART, G. *Can the farms of the United States pay for themselves?* Journ. Farm Econ., Oct., 1920. Pp. 17. A study of farmers' savings and land values in twenty-one states, from survey data.
- TAYLOR, A. E. *The wheat situation at home and abroad*. Sep., Proc. Assoc., Land-Grant Col, Oct., 1920. Pp. 15. The world's wheat production, factors influencing prices, and utilization of the crop.
- WESEEN, M. H. *The coöperative movement in Nebraska*. Journ. Pol. Econ., June, 1920. Pp. 22. A survey of the history and present status of coöperative activity among farmers in Nebraska.
- WESTER, P. J. *A review of Philippine agriculture and Philippine trade opportunities in the United States*. Philippine Agri. Rev., 13 (1920), no. 1. Pp. 20. A review of agricultural progress in the Philippines in the last nine years, and opportunities for agriculture development in the future. Ten plates.
- WILLARD, J. D. *Agriculture and prices*. Journ. Farm Econ., Apr., 1920. Pp. 13. Forces and factors determining price levels, with application to the milk industry of New England.
- WILLARD, R. *The cost of producing wheat and other crops in North Dakota in 1919*. N. Dak. Sta. Bull. 142, Sept., 1920. Pp. 20. Cost data for the study are from surveys, cost accounts, and from farmers at farmers' meetings. Detail costs are presented.
- Belgium and France: The food supply of Belgium and of the invaded regions of France during the war*. Intern. Rev. Agri. Econ., July, 1920. Pp. 15. The work of the Commission for Relief in Belgium and northern France.
- Farm tenancy and rural credits*. Ill. Legis. Ref. Bur., Constitutional Conv. Bull. 13,

1919. Pp. 44. A discussion of farm tenure in Illinois and systems of rural credit, including first mortgage and second mortgage systems, and short-time credit.
- France: The grain and meat supply during the war.* Intern. Rev. Agri. Econ., June, 1920. Pp. 12. A summary of government restrictions on the use of grains and meat during the war.
- Germany: Agricultural coöperation during the war.* Intern. Rev. Agri. Econ., Aug., 1920. Pp. 14. A consideration of the general development and changed activities of agricultural coöperative societies during the war.
- Germany: Agricultural credit societies during the war.* Intern. Rev. Agri. Econ., Sept., 1920. Pp. 19. A review of the development and activities of the German agricultural credit societies. Fourteen tables.
- Japan: The food supply question and the national policy of home production.* Intern. Rev. Agri. Econ., Aug., 1920. Pp. 11. A discussion of the needs of additional food and government policy for meeting the needs.
- The principles of coöperative marketing as illustrated by California experience.* Intern. Rev. Agri. Econ., June, 1920. Pp. 11. An inquiry into the reasons for success and failure in coöperative marketing.

Railways and Transportation

(Abstracts by Julius H. Parmelee)

- ACWORTH, W. M. *The financial position of the English railways.* Ry. Age, Dec. 17, 1920. Pp. 2.
- ALLIX, G. *Sur les chemins de fer français.* Rev. Pol. et Parl., Nov. 10, 1920. Pp. 17.
- ARMSTRONG, A. H. *The advantages of the modern electric locomotive.* Gen. Elec. Rev., Nov., 1920. Pp. 8. Argument for electrification of railways.
- ATTERBURY, W. W. *The railroad labor situation.* Ry. Rev., Dec. 11, 1920. Pp. 6. Opposes closed shop, sympathetic strikes, restriction on production; advocates steady employment at good wages, a voice in determining working rules and regulations, and a fair share of profits after capital is rewarded.
- BALCH, C. F. *Rehabilitating our railroad organizations.* Ry. Age, Dec. 24, 1920. Pp. 3. The problem of morale.
- BEHARRELL, G. *The value of full and accurate statistics.* Ry. Gaz. (London), Sept., 21, 1920. Pp. 3. As shown in British war transportation work in France.
- BRADFORD, E. A. *Dangerous shoals in Shipping Board's rate-making course.* Annalist, Dec. 6, 1920. Pp. 2.
- CADOUX, G. *Quelle est la situation des chemins de fer de la Russie?* L'Econ. Franç., Sept. 25, 1920. Pp. 2.
- CUYLER, T. D. *Financial situation of the railroads and its effect on improvement policies.* Engg. News Record, Jan. 6, 1921. Pp. 3. Record for 1920 furnishes basis for optimism for 1921.
- DUNN, S. O. *The figures of Mr. McAdoo.* Nation's Business, Dec., 1920. Pp. 2. Analysis of railway operations, March 1 to September 1, 1920, the guaranty period.
- ELLIOTT, H. *The railroads make good.* Nation's Business, Jan., 1921. Pp. 2. Analysis of railway efficiency in 1920, by chairman of Northern Pacific Railway.

- ESCH, J. J. *The Transportation act on trial*. Savings Bank Mo. Journ., Jan., 1921. Pp. 8. By the chairman of the House Committee on Interstate Commerce.
- FLAHAUT, F. *Les moyens de transport et les progrès de la civilisation*. Rev. Trimestrielle Canadienne, Sept., 1920. Pp. 11.
- GENNET, C. W., JR. *The rail situation*. Ry. Rev., Dec. 4, 1920. Pp. 4. Shortage of rails to put tracks in good condition amounts to 10,000,000 tons.
- GORDON, H. H. *Traffic as a science: a general survey*. Mod. Trans. (London), Nov. 13, 1920. Pp. 3.
- GRAY, C. R. *A new era in railroad operation*. Ry. Journ., Dec., 1920. Pp. 3. A railway man's views of the Transportation act.
- GUTHEIM, A. G. *The transportation problem in the coal industry*. Ry. Age, Dec. 31, 1920. Pp. 4.
- JENNINGS, H. J. *Our insolvent railways*. Fortn. Rev., Sept., 1920. Pp. 12. The financial situation of the British railways.
- KRUTTSCHNITT, J. *What the future holds in store for the railroads of the United States*. Econ. World, Dec. 18, 1920. Pp. 3. Address by chairman of Southern Pacific Company.
- LIESSE, A. *Le futur régime des chemins de fer et le crédit de l'Etat*. L'Econ. Franç., Nov. 13, 1920. Pp. 3.
- MARKHAM, C. H. *The coördination of rail and water transport*. Ry. Age, Dec. 17, 1920. Pp. 4.
- MUNN, G. G. *The evolution of railroad coöperation*. The Chase, July, Aug., 1920. Pp. 8, 8.
- DE NOUVION, G. *Les comptes des chemins de fer de l'Etat en 1918*. Journ. des Econ., Oct., 1920. Pp. 8.
- PARMELEE, J. H. *Are the railroads coming back?* Coal Rev., Oct. 27, 1920. Pp. 4. Author's answer is affirmative.
- . *Railway maintenance in 1920*. Engg. News Rec., Jan. 6, 1921. Pp. 4. Condition of railway plant and equipment improving.
- . *Railway revenues and expenses in 1920*. Ry. Age, Jan. 7, 1921. Pp. 4. Record-breaking traffic, revenues, expenses, wages, and taxes, but smallest net income in over thirty years.
- . *Review of the railway year 1920*. Coal Rev., Jan. 5, 1921. Pp. 4.
- PARSONS, W. B. *The economic aspect of terminals*. Ry. Rev., Dec. 18, 1920. Pp. 3.
- PAYNE, J. L. *Railway developments in Canada in the year 1920*. Ry. Age, Jan. 7, 1921. Pp. 3. High gross, but low net earnings.
- PESCHAUD, M. *Le futur régime des chemins de fer*. Le Monde Econ., July 24, 31, Aug. 7, 14, 1920. Pp. 2, 2, 3, 3.
- . *The new by-laws of the French railways*. Bull. Intern. Ry. Assoc., Nov., 1920. Pp. 15. Sketches financial relation of French railways to government in the past, and analyzes proposals for future.
- . *Present condition of the French railways*. Ry. Age, Jan. 7, 1921. Pp. 3. Reconstruction retarded by large operating deficits.

- PLANT, L. G. *The locomotive terminal as an operating factor*. Ry. Age, Nov. 19, 26, Dec. 3, 1920. Pp. 3, 3, 4.
- POST, G. A. *Home rule for the railroads*. Nation's Business, Jan., 1921. Pp. 2. Creation of national boards of railway labor adjustments opposed.
- PRICE, A. *Railway operation and maintenance under divisional organization*. Proc. Central Ry. Club, May, 1920. Pp. 7. With diagram.
- PULLEN, J. *The Canadian Express Company's history*. Can. Ry. & Marine World, Oct., 1920. Pp. 2.
- RHEA, F. *Railway valuation*. Ry. Rev., Oct. 30, Nov. 20, 27, Dec. 11, 1920; Jan. 1, 8, 15, 1921. Pp. 3, 5, 5, 4, 5, 6, 6. Twelfth to seventeenth articles in a series abstracted in September and December issues of this REVIEW.
- SHRAPNELL-SMITH, E. S. *Economics and coördination of transport by road*. Mod. Trans. (London), Dec. 4, 1920. Pp. 3. Rail and highway transportation compared historically and statistically.
- THAYER, R. E. *English railway developments during 1920*. Ry. Age, Jan. 7, 1921. Pp. 7. Higher rates and greater traffic; future form of control under consideration.
- THOM, A. P. *The reconstruction of railway transportation*. Ry. Age, Oct. 29, 1920. Pp. 3.
- VILLEMIN, A. *La crise des transports*. Bull. de la Chambre de Commerce de Paris, Oct. 23, 1920. Pp. 43. Suggested changes in French railway organization.
- VON VOELCKER. *German transportation and communication*. Annals, Nov., 1920. Pp. 11. Prewar, wartime, and future phases of German railway situation.
- WALKER, H. A. *On the question of slow-freight traffic*. Bull. Intern. Ry. Assoc., Nov., 1920. Pp. 12. Deals primarily with British railways.
- WARFIELD, S. D. *Problems of transportation yet not specifically provided for*. Mo. Bull., Nov., 1920. Pp. 8.
- WEIRAUCH. *Railway transportation in Germany*. Annals, Nov., 1920. Pp. 4. Effect of war on German railway mileage, equipment, and operations.
- WHITENTON, W. M. *The present railway condition in Mexico*. Ry. Age, Jan. 7, 1921. Pp. 2. Capital and equipment needed.
- WILLARD, D. *Transportation act as solution of railroad problem*. Ry. Age, Nov. 5, 1920. Pp. 3.
- WOLLNER, W. S. *Importance of the human element in railroading*. Ry. Age, Oct. 22, 1920. Pp. 4. The problem of morale.
- YAT-SEN, S. *A Chinese plan for Chinese railway development*. Far East. Rev., Oct., Nov., 1920. Pp. 4, 8. Continuation of discussion of proposed plan.
- Annual report of Interstate Commerce Commission*. Ry. Age, Dec. 10, 17, 1920. Pp. 5, 4. Digest of commission's thirty-fourth annual report to Congress, 1920.
- Argentine railway progress*. Ry. Gaz. (London), Dec. 24, 1920. Pp. 3. Marked recovery in 1919-20.
- British railways and the war*. Ry. Gaz. (London), Sept. 21, 1920. Pp. 9. War organization and operations of British railways.

- China's effort to recover control over the Chinese Eastern Railway.* Far East Rev., Nov., 1920. Pp. 2.
- Future of British railways.* Ry. Gaz. (London), Dec. 24, 1920. Pp. 3. Memorandum by Federation of British Industries.
- Increase in passenger car orders continues.* Ry. Age, Jan. 7, 1921. Pp. 3. Equipment situation improved during 1920.
- I. C. C. orders increased in intrastate rates.* Ry. Age, Nov. 26, 1920. Pp. 4. Digest of decision of I. C. C. overruling rate decision of N. Y. Public Service Commission.
- Locomotive orders show increase in 1920.* Ry. Age, Jan. 7, 1921. Pp. 7. Orders and deliveries below average.
- The Mediterranean line of communication.* Ry. Gaz. (London), Sept. 21, 1920. Pp. 7. Overland route to the East, developed by British in the war.
- New construction conspicuous by its absence.* Ry. Age, Jan. 7, 1921. Pp. 7. A new low record in railway building for 1920.
- The next step toward preventing depressions.* Ry. Age, Jan. 7, 1921. Pp. 6. With diagrams to show effect of railway purchases on business stability.
- Operation of British and United States railways compared.* Ry. Age, Nov. 26, 1920. Pp. 3.
- Organization and work of the transportation directorate.* Ry. Gaz. (London), Sept. 21, 1920. Pp. 6. British railway management in the war; Directorate-General of Military Railways.
- The Palestine campaign.* Ry. Gaz. (London), Sept. 21, 1920. Pp. 10. With special reference to railway construction and operation.
- Purchases of freight cars in 1920.* Ry. Age, Jan. 7, 1921. Pp. 7. Improvement over 1919, but below normal.
- Railroad Labor Board's report on wages of railroad employees, 1920.* U. S. Mo. Labor Rev., Nov., 1920. Pp. 7. Rate of compensation per month, excluding officials, has increased from \$77.93 in 1917 to \$141.28 in 1920 or 81.3 per cent.
- Railroad power of rehabilitation returning.* Ry. Age, Jan. 7, 1921. Pp. 4.
- Railways in the great war.* Central Argentine Ry. Mag., Aug., Sept., Oct., 1920. Pp. 3, 5, 4.
- The railways of Mesopotamia.* Ry. Gaz. (London), Sept. 21, 1920. Pp. 12. British operations in the Bagdad campaign.
- Resultats obtenu en 1919 sur les réseaux des cinq compagnies principales des chemins de fer français.* Rev. Gen. des Chemins de Fer, Dec., 1920. Pp. 4.
- Statistique des chemins de fer et tramways Néerlandais pour l'année 1918.* Bull. des Transports Intern. par Chemins de Fer, Oct., 1920. Pp. 2.
- Transportation conditions during the year 1920.* Ry. Age, Jan. 7, 1921. Pp. 6. Improvement in operating efficiency.

Commerce

(Abstracts by Harry R. Tosdal)

- ALCOCK, F. J. *Past and present trade routes to the Canadian Northwest.* Geog. Rev., Aug., 1920. Pp. 27. Traces improvements in trade routes to Canadian Northwest from the time of the Indian hunter to the present day.

- AUSTIN, O. P. *Is our foreign trade prosperity fictitious? 1920 compared with 1914.* Americas, Oct., 1920. Pp. 5. Three-quarters of exports and imports of United States can be expressed in pounds: on this basis, exports in 1920 were only 35 per cent greater than in 1914, while stated value was 225 per cent higher; imports increased about 66 per cent, value 244 per cent.
- B. B. *Commerce of the gold coast.* Comm. Mo., Nov., 1920. Pp. 5. Statistical study showing that since 1910 basis of foreign trade of Gold Coast has been agriculture, gold taking second place.
- BIRKETT, M. S. *The iron and steel trades during the war.* Journ. Royal Stat. Soc., May, 1920. Pp. 41. Comprehensive history of iron and steel in England, France, and the United States during the war. Suggests means of enabling England to meet foreign competition.
- BOBANQUET, H. *The race for the Chinaman's nightcap.* Econ. Journ., Sept., 1920. Pp. 13. Says that world seems to be following teachings of Fichte and other German philosophers. "It is the imperative need for a real international harmony which forms the strongest argument for complete freedom of trade from artificial restrictions in the supposed interests of industry."
- BRODERICK, J. A. *International coal trade.* Comm. Mo., Oct., 1920. Pp. 10. United States and United Kingdom are the only countries of the world with sufficient coal to operate their industries at capacity during present winter. World's coal shortage is one of the most serious results of wastefulness of war.
- HAMMOND, M. O. *Canada's fast growing trade with the United States.* Mag. of Wall St., Nov. 27, 1920. Pp. 2. "War bulge hardly lost, despite adverse exchange rate." Canada fears new Republican tariff policy.
- HARRINGTON, W. J. *Tariff law incongruities.* World's Markets, Nov., 1920. Pp. 4. Gives examples of burdensome technicalities of present tariff law.
- JONES, E. *The Webb-Pomerene act.* Journ. Pol. Econ., Nov., 1920. Pp. 14. Traces conditions necessitating passage of the act, progress of bill through Congress, and describes provisions. In conclusion states several well founded objections to export combinations with pessimistic view as to success of the act from viewpoint of public welfare.
- PILOTTI, R. *Il credito all'esportazione e i sistemi di assicurazione dei crediti commerciali.* Riv. del Soc. Comm., July-Aug., 1920. Pp. 17.
- T, L. C. *Zinc trade of the world.* Comm. Mo., Nov., 1920. Pp. 5. Because of the war, United States has become leading source of world's zinc.
- TURPEAU, J. *La stabilité financière rétablie par le libre-échange (rapport de M. Yves Guyot à la conférence internationale du libre échange).* Le Monde Econ., Nov. 20, 1920. Pp. 3. The more trade in goods and services is facilitated, the less important will be the rôle played by currency; the more fluctuations of exchange are diminished, the greater will be the financial stability between the various countries. The true strength of the banks depends on their commercial loans and discounts, not on the relation of their metallic reserve to their issue of notes.
- PAYEN, E. *Le coton en 1919-1920.* L'Econ. Franç., Sept. 25, 1920. Pp. 3. Statistical study of production and consumption of cotton for various countries over a period of years, and prices of cotton in New York market from 1888 to 1920.
- VOGEL, E. H. *Deutsch-Oesterreichs Stellung im Weltverkehr auf Grund des Fried-*

- ensvertrages*. Weltwirtsch. Archiv, Jan., 1920. Pp. 30. German-Austrian position in world trade depends entirely upon ability to conclude stable agreements with neighboring states for the essential quantities of fuel and foodstuffs. Criticizes various provisions of treaty.
- WEHBERG, H. *Verkehrsfreiheit und Völkerbund*. Weltwirtsch. Archiv, Apr., 1920. Pp. 13. Discusses various proposals to restore and extend international traffic arrangements and trade agreements to facilitate commerce with reference to the League of Nations.
- WHITMAN, P. P. *American trade with China, past, present and future*. Americas, Sept., 1920. Pp. 8. Description of possibilities of Chinese market. United States had about 16.5 per cent of world's trade with China in 1919; necessary to create new demands there.
- ZINGALI, G. *Gli aspetti economico-statistici del problema della carne congelata*. Rif. Soc., July-Aug., 1920. Pp. 36. How the importation of foreign meats into Italy arose during the war, and what its major consequences have been.
- The diamond trade*. Comm. Mo., Dec., 1920. Pp. 4. British South Africa has always produced about four fifths of world's diamonds. Diamond market is most completely controlled of all commodity markets.
- India an increasing market for American-made goods*. Americas, Aug., 1920. Pp. 6. Inability of Great Britain to supply Indian customers and elimination of Germany left well prepared trade field open to attack from other manufacturing nations. Complications in respect to currency make necessary expert banking assistance.
- Jute manufactures*. Comm. Mo., Oct., 1920. Pp. 7. Gives figures of India's jute manufactures and imports.
- Near eastern trade field one of great future possibilities*. Americas, Nov., 1920. Pp. 8. Brief description pointing out certain Near Eastern market characteristics and needs.
- The port of Baltimore*. World's Markets, Nov., 1920. Pp. 5. Points out the many advantages of Baltimore as a port.

Public Utilities

(Abstracts by Charles S. Morgan)

- ADDINSELL, H. M. *Utility is people's business*. Rev. Revs., Dec., 1920, Aera, Jan., 1921. Pp. 6, 6. Argument that their essential nature entitles utilities to sympathetic support of the public.
- ALWYN-SCHMIDT, L. W. *Lack of easily accessible information on financial standing a handicap to gas industry financing*. Am. Gas Engg. Journ., Sept. 25, 1920. Pp. 3. A consideration of the criteria of safe and profitable investments.
- BLAUVELT, W. S. *Satisfactory service at low rates*. Gas Age, Nov. 10, 1920. Pp. 2. Novel suggestion is made that public acquire ownership of gas distribution systems through taxation of adjacent land and that the regulation of the gas industry be left to potential competition.
- DANA, E. *City prosperity and the trolley*. Aera, Dec., 1920. Pp. 6. Argument that street railways, if they are to be of maximum usefulness, must be treated as possible agencies and assisted accordingly. Brief reference to experience with public subsidies in Massachusetts.

- DAVIES, H. J. *Cost-of-service accounting*. Elec. Ry. Journ., Oct. 16, 1920. Pp. 5. Discussion of some particulars in which it is thought the Cleveland service-at-cost franchise could be improved.
- ELMES, C. F. *Utility regulation and rate of return*. Elec. Ry. Journ., Oct. 16, 1920. Pp. 5. Objection is registered to regulation of public utilities and non-regulation of other industries; consideration of effects of regulation on financial and managerial problems.
- FLINT, E. M. *The electric railway budget*. Elec. Ry. Journ., Dec. 25, 1920. Pp. 2. Detailed description of budget system in use on Boston Elevated Railway.
- GAUL, A., JR. *Popular utility misconceptions*. Aera, Jan., 1921. Pp. 4. Discussion by a member of New Jersey commission of certain aspects of utility financing and management, particularly the holding company, which the public finds it difficult to understand.
- GRAHAM, G. M. *The motor vehicle as an ally*. Aera, Nov., 1920, Elec. Ry. Journ., Oct. 16, 1920. Pp. 9, 4. Discussion by a manufacturer of automobiles of the respective spheres of electric railway and motor transportation.
- JACKSON, C. D. *Strengthening the utilities*. Elec. World, Oct. 23, 1920. Pp. 2. Discussion by chairman of Wisconsin Railroad Commission of some principles which should guide in the management and regulation of utilities.
- JACKSON, J. F. *The Boston "L" and state control*. Aera, Jan., 1921. Pp. 7. Interesting account by chairman of board of public trustees of the history, accomplishments and future problems of this important experiment in public management.
- JACKSON, W. *Zone fares for street railways. Their relation to housing congestion and company finances*. Nat. Munic. Rev., Nov., 1920. Pp. 6. Argument that properly developed distance-fare system will relieve, not create, congestion, and conduce to the maximum serviceability of street railways.
- McNUTT, R. S. *Report of Committee on Utilities to League of Iowa Municipalities*. Am. Munics., Nov., 1920. Pp. 2. A brief review of some of the arguments often advanced against state regulation.
- MENDES, H. E. *Financial problems confronting utilities during reconstruction period*. Elec. Ry. Journ., Oct. 16, 1920, Aera, Nov., 1920. Pp. 2, 5. No specific solution for difficulties of electric railway industry other than education of the public and economy.
- NASH, L. R. *Valuation for rate-making purposes*. Stone & Webster Journ., Dec., 1920. Pp. 19. The present level of prices is held to be relatively permanent and to be entitled to recognition in the ascertainment of fair value.
- . *The renaissance fare*. Stone & Webster Journ., Oct., 1920. Pp. 6. The ten-cent fare should be the ultimate objective of the electric railway industry.
- SMITH, W. M. *Adequate service—sufficient rates*. Gas Age, Oct. 25, 1920. Pp. 6. A general survey by the chairman of the recently created Michigan Public Utilities Commission of the problems of regulation.
- WARREN, P. B. *The justice of current-cost valuations*. Elec. World, Dec. 25, 1920. Pp. 2. Argument that justice to investors requires correction of valuation basis for fluctuations in purchasing power of money.

WILCOX, D. F. *Effect of fare increases upon street railway traffic and revenue.* Nat. Munic. Rev., Oct., 1920. Pp. 3. Extended statistical analysis shows that fares cannot be increased greatly without resulting in a less than proportionate increase in revenues and in serious impairment of usefulness of street railways.

———. *Service-at-cost in local transportation.* Nat. Munic. Rev., Dec., 1920. Pp. 7. A critical analysis, from public viewpoint, of Federal Electric Railways Commission's pronouncements on service-at-cost as a remedial form of regulation.

———. *Working capital in street railway valuation.* Ann. Am. Acad., Suppl., Nov., 1920. Pp. 24. An extended analysis of recent cases involving allowance for working capital. Conclusion is reached that no allowance for permanent working capital should be included in a valuation for rate-making purposes of the property of a fully developed, self-sustaining street railway.

Extent of the constitutional right to a review of rate orders of public utility commissions. Law Rev., Jan., 1921. Pp. 3. A review of recent decisions of the United States Supreme Court.

Fare trend is toward ten cents. Aera, Dec., 1920. Pp. 13. The fares charged in cities of over 25,000, herein set forth in detail, are generally on the higher levels and are said not to have caused any permanent falling off in the riding habit.

How the zone fare has made good at San Diego. Elec. Ry. Journ., Nov. 13, 1920.

Jitneys and the public interest. What they think of the jitney. Aera, Dec., 1920. Pp. 23. A collection of pronouncements by public officials on the evils of jitney competition.

Municipal street cars fail at Seattle. Pub. Service, Oct., 1920. Pp. 4. Criticism of results obtained by Seattle's municipally owned trolleys.

New York utility commission at work. Elec. Ry. Journ., Nov. 13, 1920. Pp. 8. Interesting detailed description of work of New York first District Public Service Commission.

Public officials on service-at-cost. Elec. Ry. Journ., Dec. 4, 1920. Pp. 4. No unanimity in the views of public officials on service-at-cost, as here set forth.

The public service commission of the Bay State. Elec. Ry. Journ., Dec. 25, 1920. Pp. 7. Interesting account of the historical development of Massachusetts regulatory machinery and of the activities of the present Department of Public Utilities.

San Francisco finds municipal ownership losing venture. Pub. Service, Oct., 1920. Pp. 4. Criticism of San Francisco's municipal trolley lines.

Service-at-cost agreements. XI. *New York State Railways at Rochester.* XII. *The Community Traction Company of Toledo, Ohio.* Aera, Dec., 1920, Jan., 1921. Pp. 5, 9. Further instalments in a series of detailed uniform analyses of service-at-cost franchises.

Street-railway problems. Am. Pol. Sci. Rev., Nov., 1920. Pp. 9. A useful survey of recent developments.

Transportation for Greater New York. Elec. Ry. Journ., Nov. 27, 1920. Pp. 11. Abstract of a recent discussion, from a number of points of view, of New York transportation problem.

Accounting

(Abstracts by Martin J. Shugrue)

- GILLETTE, H. P. *Quantitative analysis of all factors that affect average prices and a formula for predicting price changes.* Engg. & Cont., Apr. 7, 1920. Pp. 22. "The level of commodity prices and wages will not descend permanently below one and three fourths times the pre-war level for many years to come."
- HAWKINS, L. G. *Reconciling depreciation and appraised values of industrial equipment.* Engg. Mag., Sept., 1920. Pp. 3. Numerous instances that have arisen in computing federal income and excess profits taxes have shown wide discrepancies between the book values of industrial equipment and the appraised values ascertained by an engineering survey.
- HILL, J. H. *Information desired by a banker.* Journ. Account., Nov., 1920. Pp. 5. How a banker analyzes a credit statement and what information the statement should contain.
- JACKSON, J. H. *Neglected commercial discounts.* Journ. Account., Nov. 8, 1920. The element of discount should be added to the real sales or purchases to determine the net sales revenue or purchase outgo of the period.
- KONOPAK, L. T. *Factory costs.* Journ. Account., Nov., 1920. Pp. 9. Describes a cost system for a factory manufacturing transmissions.
- MITCHELL, P. D. *Accounting for income in eleemosynary institutions.* Journ. Account., Nov., 1920. Pp. 9. Rising costs have produced serious problems of accounting significance in the case of institutions whose income largely arises from long-term investments.
- PATON, W. A. *Interest during construction.* Journ. Pol. Econ., Oct., 1920. Pp. 16. The viewpoints of the economist and accountant must of necessity be very different. There are important reasons why, for purposes of the balance sheet, construction and other property accounts should not contain interest charges.
- STACKHOUSE, G. F., JR. *Accounting for the tungsten industry.* Pace Student, Dec., 1920. Pp. 5.
- WILCOX, D. F. *Working capital in street railway valuation.* Ann. Am. Acad., Nov., 1920. Pp. 24. Street railways are not to include working capital as a part of their rate base.
- Some notes on the negotiation of foreign bills.* Bankers' Mag. (London), Dec., 1920. Pp. 7. The consideration of the subject of negotiation of bills involves several new factors, affecting the position of both customer and banker, which do not arise in the case of collections.
- Suggestions for professional conduct.* Pace Student, Dec., 1920. Pp. 3. Most of the leading professional accountancy firms have codes of conduct which all members of their staffs are required to observe. One of the most comprehensive is that of Haskins & Sells, reproduced in this article.

Labor and Labor Organizations

(Abstracts by David A. McCabe)

- BROWN, J. *Industrial courts in Australia.* Journ. Comp. Legis., Oct., 1920. Pp. 20. The need for industrial courts, the nature of the problems to be dealt with by them, and the causes of the failures of the Australian industrial courts in certain respects.

- CANTONO, A. *Le organizzazioni professionali ed i corpi consultivi e deliberativi del lavoro*. Rev. Intern., Sept.-Oct., 1920. Pp. 11. Discusses a method of developing and rendering effective organizations of occupational groups.
- CHENERY, W. L. *Labor and coöperation*. Survey, Oct. 9, 1920. Pp. 2. The activities of unions in consumers' coöperation and coöperative credit.
- . *Peace in printing*. Survey, Dec. 27, 1920. P. 1. The attempt to reach adjustments with the aid of scientific experts.
- EMERSON, H. *The bases of Emerson incentive*. Indus. Manag., Dec., 1920. Pp. 4. A defense of the Emerson system of payment in reply to "Comparison of wage incentive systems," by L. V. Estes in *Industrial Management* for September.
- ESTES, L. V. *Comparison of wage incentive systems*. Indus. Manag., Sept., 1920. Pp. 8. Favors the 100 per cent premium plan for routine work.
- FAIRCHILD, H. P. *Will the wage system last?* Unpartizan Rev., July-Sept., 1920. Pp. 20. Indications are that it will not. Failure to find method of determining wages that are demonstrably equitable and the desire of workers for share in control point to modification of the system.
- FERGUSON, W. B. *Production methods in shipbuilding. V. How incentive systems increase output*. Indus. Manag., Dec., 1920. Pp. 4. Compares results obtained with piece work, the Halsey premium system, and the 100 per cent premium plan.
- FRANCKE, E. *Die erste Allgemeine Arbeitskonferenz des Friedensvertrags*. Weltwirts. Archiv, July, 1920. Pp. 14. Descriptive account of proceedings of international labor conference, with special reference to Germany.
- . *Die Organisation der Arbeit im Friedensvertrag und im Völkerbund*. Weltwirts. Archiv, Jan., 1920. Pp. 15. Welcomes the labor provisions of the treaty and advocates German and Austrian admission to the international labor conference.
- FULLER, R. G. *Child labor and the constitution*. Weekly Rev., Sept. 29, 1920. Pp. 2. Federal constitution should be so amended as to permit the adoption of an adequate national child labor law.
- HUELS, F. W. *An analysis of the 1919 accident experience of the Industrial Commission of Wisconsin*. Wis. Safety Rev., Nov., 1920. Pp. 5.
- JOHNSON, E. M. *The 48-hour law in Massachusetts*. Survey, Oct. 23, 1920. Pp. 2. One year of operation shows favorable results.
- KEET, A. E. *Labor's opportunity*. Forum, Nov., 1920. Pp. 7. Urges coöperation with employers.
- LASKI, H. J. *The British coal dispute*. Survey, Oct. 23, 1920. Pp. 2.
- LEVI, O. *Metodo di partecipazione al profitto e nuove forme di salario*. L'Economista, July 25, 1920. Pp. 4.
- MARSH, E. P. *Wage adjustments in California oil fields*. Mo. Labor Rev., Oct., 1920. Pp. 15. Account, by a member of the President's Mediation Commission, of workings of the agreement made by the commission with the employers and with the workers' organization, separately, in 1917 and since renewed. The text of the agreement for 1920-1921 is included.
- MARSHALL, L. C. *Incentive and output: a statement of the place of the personnel*

- manager in modern industry.* Journ. Pol. Econ., Nov., 1920. Pp. 22. The personnel manager must arouse in the workers the "will to do." Wage systems alone will not accomplish it.
- MAYLANDER, A., compiler. *Recent collective agreements and wage awards in Germany.* Mo. Labor Rev., Oct., 1920. Pp. 11.
- MAYLANDER, A., compiler. *Woman labor in Germany during the war.* Mo. Labor Rev., Nov., 1920. Pp. 15.
- MERRITT, W. G. *Social control of industrial strife.* Unpartizan Rev., Jan.-Mar., 1921. Pp. 19. Classifies the strikes which should be considered illegitimate and suggests measures for dealing with them.
- MORTENSON, C. E. *Wages of women employed as cleaners, maids, and elevator operators in buildings and theatres in the District of Columbia.* Mo. Labor Rev., Nov., 1920. Pp. 7.
- NOYES, C. R. *The economics of trade unionism.* No. Am. Rev., Jan., 1921. Pp. 9. The gains of organized workers are made at the expense of the non-unionists and the public, not at the expense of the employers.
- OSBORN, C. *Progress in the factory.* Charity Organ. Rev., Nov., 1920. Pp. 11. Comments on the report of the chief inspector of factories for 1919.
- SACCO, I. M. *Razze, nazioni, stati nel congresso internazionale del lavoro.* Riv. Intern., Aug., 1920. Pp. 5. Author attended the international labor conference at Washington and records his reactions.
- SCANCA, G. *Il controllo operaio nelle fabbriche.* Suppl. Econ. del Giorn. del Tempo, Nov. 5, 1920. Pp. 2.
- SEAGER, H. R. *The present industrial situation in the United States.* Survey, Jan. 1, 1921. Pp. 4. Deals chiefly with unemployment and the closed versus the open shop issue.
- SLICHTER, S. H. *Industrial morale.* Quart. Journ. Econ., Nov., 1920. Pp. 25. Finds the causes of low morale of employees in prevalent policies of employers and, fundamentally, in exclusion of employees from participation in direction—and returns.
- SOULE, G. *Labor's impending battle.* New Repub., Nov. 17, 1920. Pp. 3. The trade unions generally will face the employers with the handicap of out-of-date policies; progressive leadership is needed by the workers.
- TAWNEY, R. H. *The British coal situation.* New Repub., Nov. 10, 1920. Pp. 3. The miners' demands have more merit than the proposals of the government. The present organization of the industry has been irretrievably discredited.
- THOMAS, C. *Seattle's new labor policy.* Am. Rev. Rev., Nov., 1920. Pp. 5. Highly favorable account of the policies inaugurated by the Labor Relations Committee of the Chamber of Commerce; these are based on shop representation and scientific management.
- THOMAS, E. H. C. *The "shop committee" cure for industrial unrest: how the golden rule works in a Washington lumber mill.* Am. Rev. Rev., Oct., 1920. Pp. 4.
- TOWN, J. D. *Common labor responds to incentives. Satisfactory results of introducing a bonus system in a foundry.* Indus. Manag., Dec., 1920. Pp. 3.

- VORSE, M. H. *Derelicts of the steel strike*. Survey, Dec. 4, 1920. Pp. 4. Accounts of individual cases. Followed by the steel company's reply.
- WATKINS, M. W. *The labor situation in Detroit*. Journ. Pol. Econ., Dec., 1920. Pp. 13. Deals with the causes of the lack of organization among employees, the policies of the employers, the conditions of labor and the attitude of the employees.
- WILLIS, H. E. *The emancipation of labor*. Quart. Journ. U. of N. Dak., Oct., 1920. Pp. 18. Favors giving labor a share in control equal to that of capital.
- WOOTEN, T. J., JR. *The negro and industrial peace*. Survey, Dec. 18, 1920. Pp. 2.
- Award of the Anthracite Coal Commission and resultant wage rates*. Mo. Labor Rev., Oct., 1920. Pp. 18. Includes full text of the majority report of the commission, a summary of the minority report, and the text of the agreement made between the operators and the union on the basis of the majority report.
- Controllo operaio sulle industrie*. L'Economista, 1920. A series of articles under this head (labor control of industry) and similar titles growing out of the metallurgical disturbance of August and September, appeared in the weekly numbers of this journal during the fall of 1920.
- Employer's man or unionist?* New Statesman, Sept. 18, 1920. Pp. 2. The dispute between the Electrical Trades Union and the Engineering Employer's Federation over the foremen.
- Engineers on hours*. Survey, Oct. 30, 1920. P. 1. Testimony of engineers in favor of the eight-hour day as against the twelve-hour day.
- Investigation shows unrest of wage earners*. Greater New York, Oct. 4, 1920. Pp. 2. Study shows high rate of labor turnover in New York City.
- Joint industrial councils in the United Kingdom*. Lab. Gaz. (Can.), Oct., 1920. Pp. 4. A general review of what has been accomplished. Reprinted from the *Month's Work of the Ministry of Labour*, Aug., 1920.
- Labor legislation of 1920*. Am. Lab. Legis. Rev., Sept., 1920. Pp. 37.
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- Legislation relating to the regulation and inspection of factories in Canada—a comparison of the various provincial laws on the subject*. Lab. Gaz. (Can.), Oct., 1920. Pp. 11.
- La main-d'oeuvre étrangère en France*. L'Econ Franç., Nov. 6, 1920. Pp. 3. The arrangements made for recruiting workmen in other allied countries, and the terms of agreements made with the Polish and Italian governments covering the employment of their nationals in France.
- New wage schedule for Navy Yard employees*. Mo. Labor Rev., Oct., 1920. Pp. 4.
- Protections for seamen: draft conventions and recommendations adopted by the international labor conference of the League of Nations (Second meeting)*. Am. Lab. Legis. Rev., Sept., 1920. Pp. 6.
- Report of Federal Electric Railways Commission*. Mo. Labor Rev., Oct., 1920. Pp. 5. Includes full text of the section of the report dealing with labor on street railways.
- Self-government in the building industry in Great Britain*. Mo. Labor Rev., Oct., 1920. Pp. 6. Workings of the plan. Based on a report by the Garton Foundation.

Some factors affecting the relation between hours and output in Great Britain. Mo. Labor Rev., Oct., 1920. Pp. 4. Summary of two recent reports of the English Industrial Fatigue Research Board.

Three shifts in steel. Survey, Dec. 11, 1920. Pp. 2. Favorable testimony of engineers.

Money, Prices, Credit, and Banking

(Abstracts by C. A. Phillips)

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AUSTIN, O. P. *World debts and paper currency continue to increase.* Americas, Nov., 1920. Pp. 5. Government debts created during the second year of peace were confined largely to Europe and especially to newly created states.

CASE, J. H. *A study of the federal reserve system during and following the war period.* Comm. & Finan. Chronicle, Nov. 27, 1920. Pp. 2. A clear and able presentation of the part played by the federal reserve system in the solution of the financial and credit problems arising out of the war.

COPELAND, M. T. *The decline in prices as the first stage of the return to a sound basis for business.* Econ. World, Oct. 16, 1920. Pp. 3.

DUNCAN, A. E. *The sale of open accounts receivable.* Bankers Mag. (Am.), Nov., 1920. Pp. 7. A defense of the non-notification plan of assigning accounts receivable.

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GEORGHU, D. J. *La situation monétaire de la Roumaine. Régime sous l'occupation ennemie et état actuel.* Rev. d'Econ. Pol., Sept.-Oct., 1920. Pp. 12. A documentary account.

GIDE, FISHER, DIEHL, SHERWELL, ROWE, BERLINK. *El coeficiente de corrección de la moneda.* Rev. Econ. Argentina, Mar., 1920. Pp. 6.

GILCHRIST, W. R. *War finance: a comparison and criticism of the methods adopted by the allied and enemy countries.* Scottish Bankers Mag., Oct., 1920. Pp. 20. A succinct and critical account of the provision of credit and currency, of control over the foreign exchanges, of methods of taxation.

HAMMOND, M. O. *Canada's domestic credit situation improving.* Mag. of Wall St., Oct. 2, 1920. Pp. 3. Some recent developments in the Canadian banking system.

HERRICK, C. *Trust department in national banks.* Bankers Mag. (Am.), Nov., 1920. Pp. 5. The tendency toward uniformity in the services rendered by various classes of banks has become more and more pronounced under the operation of the Federal Reserve act.

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- LIESSE, A. *Le futur emprunt et l'accroissement d'émission de la banque de France*. L'Econ. Franç., Aug. 14, 1920. Pp. 3.
- OTTOLENGHI, C. *Index-numbers of wholesale prices in Italy during the Great War*. Journ. Royal Stat. Soc., July, 1920. Pp. 10. The construction of a system of index numbers, with observations on the variation of wholesale prices during the war.
- PRESTON, H. H. *Federal reserve banks' system of par collection*. Journ. Pol. Econ., July, 1920. Pp. 25. The development of the system of par collections with special reference to the opposition of the exchange-charging banks.
- RAFFALOVICH, A. *L'enquête monétaire de la Société des Nations*. Journ. des Econ., Oct., 1920. Pp. 5.
- ROTHKEGEL, W. *Untersuchungen über Bodenpreise, Mietpreise, und Bodenverschuldung*. Schmollers Jahrb., 44 Jahrgang, 3 Heft, 1920. Pp. 36.
- SCHMIDT-ESSEN, L. *Die staatliche Währungspolitik im System der Chartaltheorie*. Weltwirtsch. Archiv, July, 1920. Pp. 13.
- SHIRRAS, G. F. *Some effects of the war on gold and silver*. Journ. Royal Stat. Soc., July, 1920. Pp. 35. The production of the precious metals in war time, fluctuations in their prices; lessons of the war in regard to gold and silver currency.
- STEWART, W. W. *Prices during the war*. Quart. Pubs. Am. Stat. Assoc., Sept., 1920. Pp. 9. An account of the inquiry conducted by the Price Section of the War Industries Board.
- SZIKLAI, *Das "kapitalistische" und das "kommunistische" Geld*. Schmollers Jahrb., 44 Jahrgang, 3 Heft, 1920. Pp. 18.
- TAUSSIG, BOWLEY, KINDERMANN. *El coeficiente de corrección de la moneda*. Rev. d'Econ. Argentina, Apr., 1920. Pp. 3.
- VAN DORP, E. C. *Abnormal deviations in international exchanges*. Econ. Journ., Sept., 1920. Pp. 4.
- VAN NIEROP, A. S. *Das Bankwesen in Niederländisch-Westindien*. Weltwirtsch. Archiv, Apr., 1920. Pp. 9.
- Bankers' advances and deflation*. Bankers' Mag. (London), Dec., 1920. Pp. 9. British inflation as reflected in bank balance sheets, and a consideration of the effects of contraction.
- The Edge law. What shall we do with it?* Bankers Mag. (Am.), Sept., 1920. Pp. 7.
- Die Ergebnisse der schweizerischen Munzenquete vom 25. Februar 1920*. Zeitschr. f. schweiz. Statistik, 56 Jahrgang, Heft 2, 1920. Pp. 20.
- Italy: The popular banks*. Intern. Rev. Agri. Econ., Mar., 1920. Pp. 6. Their number, constituencies, functions, resources, federations.
- Progress of banking in Great Britain and Ireland during 1919*. Bankers Mag. (London), Nov., 1920. Pp. 13. The combined total of bank capital and reserves was no larger in Great Britain in 1913 than in 1902; between 1913 and 1919 the ratio of capital and reserves to callable liabilities fell from 11 per cent to only 6 per cent.
- Wholesale prices of commodities in 1919*. Journ. Royal Stat. Soc., July, 1920. Pp. 18. The rising price level began to lose momentum at the end of 1917.

Population and Migration

(Abstracts by A. B. Wolfe)

- BEVAN, E. *Racial equality in migration*. Intern. Rev., Nov., 1919. Pp. 7. Treats of Asiatic migration and frictions resulting therefrom. The white race probably must recognize the need of the yellow races for more territory, or ultimately "enter upon a series of frightful race wars."
- BONACHEA, O. *Factores que han influido en la concentración urbana de la población en Cuba*. Rev. Bimestre Cubana, June, 1920. Pp. 9. Classifies the factors into religious, defensive, agricultural and industrial, and governmental. Complains that adequate historico-statistical data are lacking.
- BOURDON, J. and BÉRILLON, A. *La diminution de la natalité en Grande-Bretagne*. Rev. Intern. de Sociol., Sept.-Oct., 1920. Pp. 11. Non-statistical. Deals with the probable causes.
- DARWIN, L. *Some birth rate problems*. Eugenics Rev., Oct., 1920. Pp. 11. Birth limitation has had serious dysgenetic effects. If birth control is necessary to prevent overpopulation, measures must be taken to see that classes with the most desirable qualities do not eliminate themselves.
- DE GREGIO, U. E. *Esercito ed emigrazione. I cittadini residenti all'est ero ed il nuovo ordinamento militare*. Bollettino della Emigrazione, July, 1920. Pp. 16.
- FÜRTH, V. H. *Bevölkerungsfragen und Nachkriegsaufgaben der Bevölkerungspolitik*. Archiv f. Sozialwis., July, 1920. Pp. 13. To make good the ravages of war on the population, what is needed is not a higher birth rate but reduction of mortality and better social care for the health of those children who are born.
- MANSCHÉ, R. *Die Bewegung der Bevölkerung und die Ergebnisse der Familienstatistik im Grossherzogtum Luxemburg*. Zeitsch. f. Sozialwis., Aug., 1920. Pp. 32. A detailed demographic discussion.
- QUELLE, O. *Die Spanisch-portugiesische Auswanderung*. Schmoller's Jahrbuch, Jahrg. 44, Heft 3. Pp. 32. The sources, ebb and flow, destination, causes, and results of Spanish and Portuguese emigration, 1873 to 1916.
- Le mouvement de la population de la France au cours de l'année 1919 dans 77 départements (chiffres provisoires)*. L'Econ. Franç., Sept. 4, 1920. Pp. 3. Contains a detailed table showing 217,181 more deaths than births in 1919, and an excess of 389,575 births over deaths in 1918. Births in 1918 were 67 per cent, marriages 71 per cent, deaths 134 per cent of births, marriages, and deaths, respectively, in 1913.
- Proposals to ameliorate evils of immigration*. Greater New York, Nov. 22, 1920. Pp. 4. Opposes further restrictive legislation, but recommends reforms in naturalization, together with more effective measures for education, etc. Asks for a national commission to consider plans for the distribution of immigrants. Written largely from the employers' point of view.

Insurance and Pensions

(Abstracts by Henry J. Harris)

- CHILDS, A. E. *The accomplishment of the different branches of casualty insurance in the United States in 1919*. Econ. World, Oct. 23, 1920. Pp. 3. The four great

divisions of insurance—life, fire, marine, and casualty, have all shown tremendous growth.

- DICK, B. *The romance of marine insurance*. Econ. World, Nov. 27, 1920. Pp. 3. History, development of types of vessels, salvage operations, calculation of rates.
- DRAPIER, W. H. *Conditions of success in developing an insurance business in South American countries*. Econ. World, Dec. 4, 1920. Conditions of doing business, prospects, etc., in the more important countries.
- FISKE, H. *Life insurance investments: what, where and why?* Econ. World, Dec. 11, 1920. Pp. 3. Controlling principle is first safety, second income. Also to be considered are need of public, needs of localities where policy-holders reside, needs of government bodies, needs of policyholders themselves.
- FLYNN, B. D. *The effect of the war upon the development of social insurance in this country*. Proc. Cas. Act. Stat. Soc., May 28, 1920. Pp. 8. Higher wages and improved condition of workers makes social insurance unnecessary.
- HARRIS, H. J. *British national health insurance act of May, 1920*. Mo. Labor Rev., Sept., 1920. Pp. 11. Provisions of act and summary of operations.
- HOFFMAN, F. L. *Some problems in the evolution of life insurance*. Econ. World, Nov. 27, 1920. Pp. 3. Discusses objections to social insurance, great importance of investments, health conservation, promotion of thrift, woman's activities in insurance, lessons of the war, United States war risk system.
- MICHAEL, C. E. *Why the employers of Virginia rejected monopolistic state fund workmen's compensation insurance*. Econ. World, Nov. 20, 1920. Pp. 3. Employers stated to be dissatisfied with results obtained by other state funds.
- MICHELBACHER, G. F. *The technique of rate making as illustrated by the 1920 national revision of workmen's compensation rates*. Proc. Cas. Act. Stat. Soc., May 28, 1920. Pp. 49. Detailed description of methods used in 1920 revision.
- MOWBRAY, A. H. *The actuarial problems of the 1920 national revision of workmen's compensation insurance rates and the solutions developed by the actuarial committee of the national council*. Proc. Cas. Act. Stat. Soc., May 28, 1920. Pp. 35. Outstanding features were: Change in method of combining experience and transplanting the selected basic pure premiums into state pure premiums; development of statistical projection from earlier years of issue to conditions of more recent date.
- WHITNEY, A. W. *The various systems of workmen's compensation insurance from the standpoint of cost, service, and security*. Econ. World, Oct. 16, 1920. Pp. 4. Not desirable for the state to enter the field. Competitive institutions best serve society in this field.
- WILLIAMS, F. M. *Service, security, and cost under different systems of workmen's compensation*. Econ. World, Oct. 2, 1920. Pp. 2. Description of the Connecticut system.
- The new unemployment insurance act of Great Britain*. Econ. World, Oct. 30, 1920. Pp. 2. Summary of provisions of act of August 9, 1920.
- New York City employees' retirement system*. City Record, Nov. 5, 1920. Pp. 7. Mortality and service tables, and employees' contribution rates.
- Pension system for Milwaukee city employees*. Library Journ., Sept. 1, 1920. Pp. 2.

Pauperism, Charities, and Relief Measures

(Abstracts by George B. Mangold)

- BUTLER, E. J. *Standards of child placing and supervision.* Cath. Charities Rev., Nov., 1920. Pp. 6. Describes the plan followed by the Catholic Home Bureau of New York and, in some detail, the standards that should be recognized by child placing agencies.
- CYPRIAN, E. *Charity during the first three centuries of the Christian era.* Cath. Charities Rev., Nov., 1920. Pp. 5. The subject-matter of this article depends on the writings of the early church fathers. It appears that much charitable work was carried on and that the relation between Christianity and charity was very close. Discrimination in relief giving became a matter of policy about the third century.
- FEUGÈRE, E. *L'assistance publique à Paris.* L'Econ. Franç., Oct. 30, 1920. Pp. 3. A brief account of the budget of public philanthropy in Paris for the year 1920. Comparisons are made with the previous year and the more important items are discussed with particular reference to the results to be obtained.
- JONES, L. *City Mother's Bureau of Los Angeles.* Nat. Munic. Rev., Aug., 1920. The work consists primarily in dealing with boys and girls in danger of becoming delinquents, by using informal ways and endeavoring in each case to map out a program for the benefit of the child. Several cities have followed the example of Los Angeles. Other cities, however, are attempting to apply the city mother idea without establishing a separate bureau. Office machinery is less important than the application of the city mother idea.
- KELSO, R. W. *Endorsement of charities by chambers of commerce.* Nat. Munic. Rev., Mar., 1920. Pp. 4.
- WAGGAMAN, M. T. *Labor colonies for the feeble-minded.* Mo. Labor Rev., Sept., 1920. Pp. 8. A short account of the progress that has been made in employing high grade mental defectives. The experiment in Massachusetts has been particularly successful. In the girl's colony in New York the cost of maintenance has been reduced about two thirds. The experience of several states indicates that further development along these lines is possible.
- Administration of the poor law.* Charity Organ. Rev., Oct., 1920. Pp. 5. Pauperism in England seems to have declined. The proportion of persons receiving relief fell from 26.7 per thousand of the population in 1896 to 15 in 1920. One effect has been to leave vacant a number of poor law institutions. A considerable decrease in vagrancy is also noted. Many children, however, remain in the almshouses and the administration of outdoor relief is still unsatisfactory.